

## MARKED UP VERSION OF THE AMENDED PARAGRAPHS

(Version with marking to show changes made)

Please amend page 5, the fifth paragraph as follows:

--

The invention eliminates the recited disadvantages of the state of the art. A particular advantage results therefrom that the two ~~great-deal~~ radial catches are disposed on the common plane and also remain in a common plane in each operating state and that only the adjustment piston with its locking elements is disposed axially shiftable. A play free and slippage free connection of the

--

Please amend page 6, the first paragraph as follows:

--

two stabilizer parts occurs thereby in the coupled state. ~~There results further from the arrangement of the two radial catches in the plane that there exist no further force transfer planes, which would shorten the effective length of the stabilizer parts.~~ No further force transfer planes, which would shorten the

effective length of the stabilizer parts, exist as a result of the arrangement of the two radial catches in the common plane.

--

Please amend page 7, the first paragraph as follows:

--

Each axle of a motor vehicle comprises according to figure 1 in principle the two wheels 1 and one supporting axle 2 carrying the two wheels 1. A subdivided stabilizer 3 with its two stabilizer parts 4 and 5 is disposed parallel to the axle 2, wherein each stabilizer part 4, 5 is connected with a wheel suspension not illustrated of the corresponding wheel 1 and on the other hand to the vehicle body for support position 6. A clutch 7 is disposed between the two stabilizer parts 4 and 5, wherein the clutch 7 connects to each other or separates from each other the two stabilizer parts 4, 5 to a straight continuous stabilizer ~~[[3]]~~ 30 through a gearing. The connected stabilizer 3 is adjusted in its dimensioning and in its material properties to receive torsion forces introduced through the wheels 1 and to build up corresponding counter forces. These forces are thereby not transferred or at least dampened onto the vehicle body. --

Please amend page 14, the first paragraph as follows:

--

the hydraulic pressure in the pressure chamber 20. Thus the two stabilizer parts 4, 5 are separated, however the two stabilizer parts 4,5 remain freely rotatable relative to each other over a predetermined swivel region. One of the two radial catches 14, 17 in the region of the conical faces 27 with larger angle comes into contact with a locking element 25 and rotates the locking element 25 until the locking element 25 is supported at the conical face 27 with the larger angle of the other one of the two catches 14, 17 in case of different loads of the two wheels of an axle. The two stabilizer parts 4, 5 are again connected to each other in this coupling state such that the two stabilizer parts 4, 5 are in a position to receive torsional forces. The relative twist motion of the two radial catches 14, 17 is dampened in an advantageous way by the hydraulic liquid in the pressure chamber 20 subjected to pressure.

--